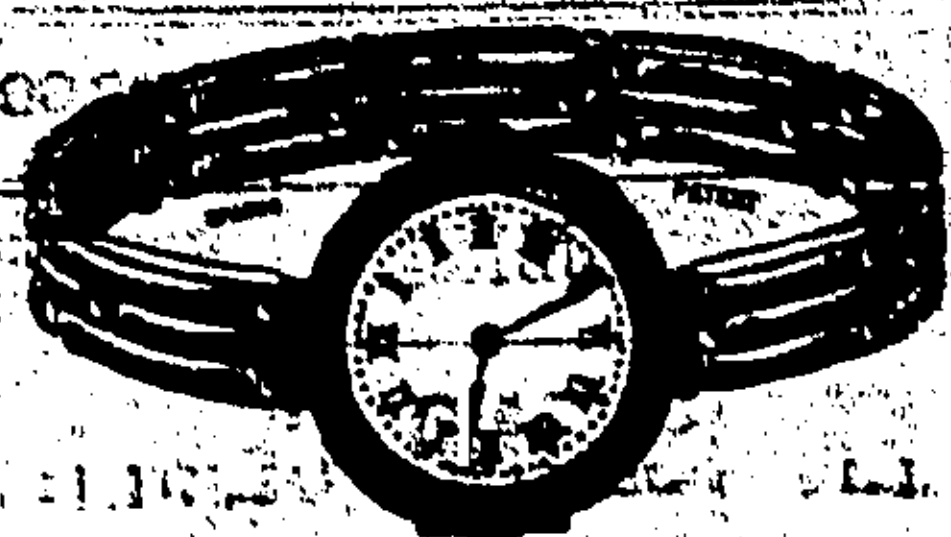






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Kowloon, 48, Nankai Road, Kowloon, HONGKONG. Telephone No. 459.

WONG PING WA, Manager.

Hongkong, April 1, 1913.

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## INTIMATIONS

**MITSU BISHIGOSHI KWAISHA**  
(MITSU BISHI CO.)

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SOLE PROPRIETORS OF YAKA-SIMA, OCHI, MUTANE, TO-SHINOKANI, KISHIDAKE, HOJO, KANADA, NAKAMURA, SAVO, SHINNEW AND KANTYAMADA Cellarists.

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For particulars, apply to  
**K. KATO,**  
Manager,  
No. 2, PENDER STREET,  
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HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE is hereby given that CERTIFICATE No. 223 dated Hongkong, 21st March, 1913, for 50 SHARES, numbered 0096 to 0045 inclusive Registered in the Name of LAM HON KWAN has been LOST or STOLEN and should this Certificate not be produced to the General Managers before the 15th December, 1913, a NEW CERTIFICATE for the SHARES numbered 0096 to 0045 inclusive, Certificate No. 272 will be thereupon treated by this Company as Null and Void.

BRADLEY & CO., LTD.

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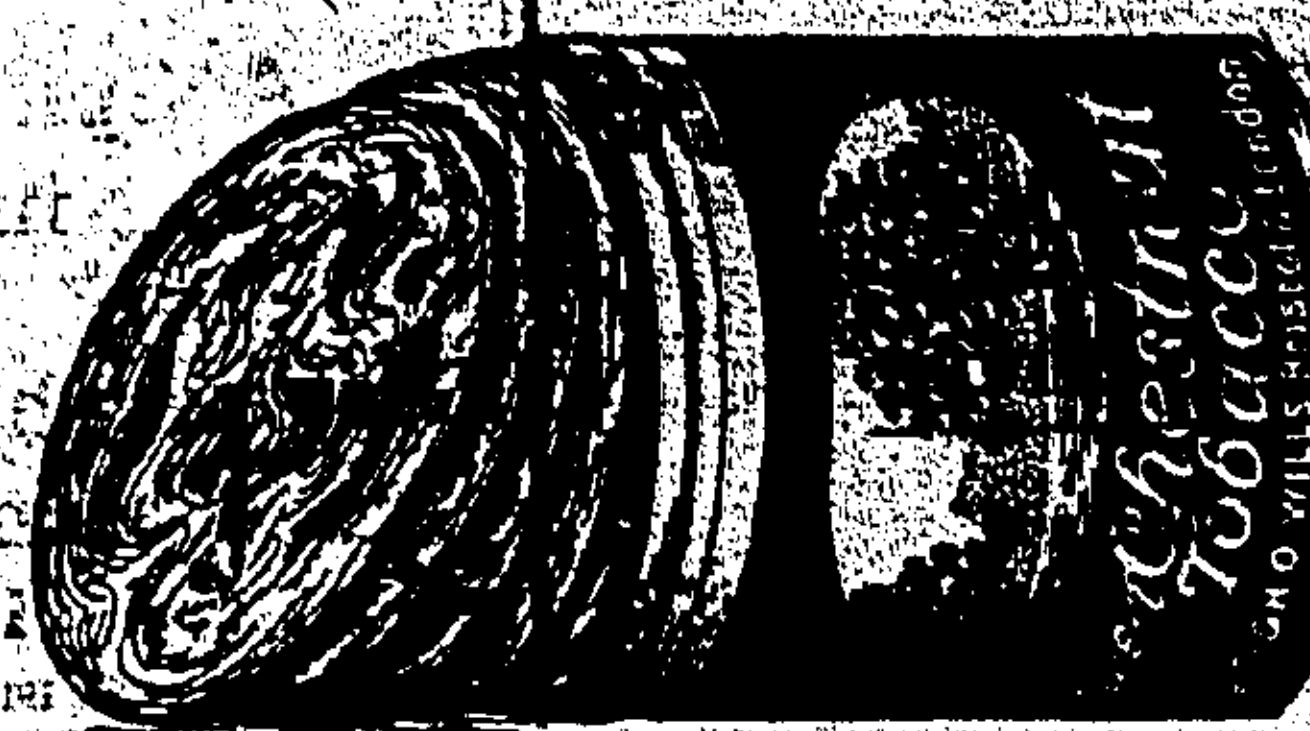
Hongkong, Nov. 22, 1913.

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# Sweet Chestnut Tobacco

Because of its delicate aroma and sweetness of flavour Sweet Chestnut Tobacco assures that pleasing contentment.

THE CRITERION OF QUALITY.



## AN OXFORD PROFESSOR ON CHINESE HISTORY.

Professor T. L. Bullock, M.A., delivered a second lecture on Chinese history at the Whitehall Art Gallery, London, on 4th inst., the period dealt with being what is termed modern China, or the period extending from the year 1368 to 1849. There was a large attendance.

The speaker dealt at some length with the Ming dynasty, with the rise of the Manchus and the reigns of their greatest monarchs, Kang Hi and Kien-Lung the Magnificent, and in closing touched briefly on the subject of European influence in China, the advent of the Jesuit missionaries, and concluded with a prescription of Christianity following the quarrels between the Jesuits and the Dominicans. Dealing incidentally with the decline of the Ming, the lecturer said that in China it had always been a sign and a cause of the decadence and approaching downfall of a dynasty when the palace eunuchs were allowed to interfere in politics and hold positions in the Government. Later when the Manchus came to rule China they were so strongly impressed by the decadence and danger of admitting palace eunuchs to places of power that they passed very stringent laws against them. "A few years ago one used to see in the European press from Peking and in books written about Peking references to the great power of one of the eunuchs who was a favourite of the late Empress Dowager; but his after all, was only a kind of backstairs influence. He never held a high official post, and had not the title of the power and authority that in many of his kind had in olden days under the Ming.

Speaking of the relations between the Manchus and the Chinese Professor Bullock said he never heard of a bad feeling between them at Peking, but in the provinces there was a great deal of bloodshed, which was partly if not chiefly due to the fact that the Manchus were not subject to the ordinary civil courts. Hence injustice was done to the Chinese, whereas at Peking the Manchus were directly under the eye of the central authorities. As an instance of the hatred of the Chinese for the Manchus in the provinces the speaker mentioned the massacre of the Manchus in the provinces, and also women and girls, at Shantung during the 1911 revolution. In dealing with the campaign in which the Chinese successfully fought the Ghurks in Tibet and in Northern India, the lecturer was apparently of opinion that it was an evidence of the brilliant fighting qualities of the Chinese. He referred to the fighting reputation that the Chinese had. At a little later period, in 1846 to 1849, they fought most gallantly against Great Britain, and the Chinese who beat them had no superiority of weapons as the British troops had. As an instance of the lengths to which the Chinese can go in China, he mentioned the case of Kien-Lung's favorite minister mentioned by the speaker. When condemned to death by poison after his master's death, the condemned prisoner was given the choice of death by poison or by the sword. He chose the sword, and was executed by the sword.

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## CHINA AND WESTERN EDUCATION.

Mr. P. K. G. Tyan, First Secretary of the Chinese Legation, delivered a lecture on the subject of "The Western-educated Chinese Student." The Chinese Minister had been announced to preside at this, the opening meeting of the session, but he was detained by official business, and in his absence the chair was taken by Mr. Byren Brennan. The lecturer said that when the times history of the Chinese revolution came to be written, a considerable part would be devoted to the heroic and valour of the foreign-educated students, who had prepared the way for it. It was in the late Forties of the last century that the first students went to the United States, and among them were Dr. Yung Wing and the late Dr. Wong Fun, the latter of whom became the most successful of all foreign-educated Chinese physicians, so much so that Europeans themselves along the Chinese coast preferred his services to those of the medical men of their own nationality. During the succeeding years a number of other students and women went to America to pursue their studies, but it was not until after the China-Japanese War that the movement became large and important. Mr. Tyan, the student who was killed last year during an exhibition fight at Canton, learned his craft in the United States. Thus China ranked among the nations which had made a sacrifice of life in the grim strife for the conquest of the air.

The stream of Chinese students to Europe began much earlier than that to the United States. As far back as the Eighties of the Eighteenth Century, two of them made their appearance in Paris, where they were befriended by the famous French philosopher, Voltaire. It was not, however, until a century later that the migration really began to have significance. And now the Chinese students in various branches of learning and sport





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**COAL STORAGE.**

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MERION HONGKONG.

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on

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the 3rd December, 1913, commencing at 3.30 p.m. at his Sales Rooms, No. 8, Des Voeux Road, Corner of

the House Street.

A LARGE QUANTITY OF

**VALUABLE TEAKWOOD**

AND **BLA KWOD FURNITURE.**

Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Suite, Upholstered Arm chairs and Sofa, Carpets and Rugs, (new), Brass and Brass mounted Bedsteads, and Cots, Bed Room Suite, Bureaux, Wardrobes, Washstands, etc., Dining Room Furniture, Sideboards, Dinner Waggon, Extension Table, Tables and Chairs, etc., 2 Dinner and Dessert Services, Crockery, Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, etc., Brass Fenders and Fire Brasses, etc., etc.

Also

**1 VALUABLE JAPANESE CHERRY-WOOD SUITE,**

Electric Reading Lamps, etc., 1 Marble Clock, 2 Typewriters (portable), Sundry Out-glass and Silver Ware, 1 Rubber Tyred Ricksha and 1 Piano by Moutrie & Co., Ltd.

Catalogues will be issued.

Terms—As usual.

**HUGHES & HOUGH**

Auctioneers.

Hongkong, Nov. 27, 1913. 1463

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New Advertisements should be sent in before 3 p.m.

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COMPLETELY FURNISHED 5 ROOMED HOUSE on the Peak with Tennis Court and good view of Harbour. Seven minutes easy walk from Upper Tram Station. To be let for 18 months from March or April.

Further particulars apply to  
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"NO. 116 5 AINAL VILLAS," adjoining "OLDSLOE," Kimbaly Road, Kowloon.  
Apply to VATER & CO., 19, Wyndham Street, or to the Architect, 54 Queen's Road Central.  
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GODOWNS.

84, WANCHAI ROAD.

183, PRATA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, Nov. 29, 1913. 862

**TO LET**

Four-roomed HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.

SHOP with Godown attached, NATHAN ROAD, Kowloon.

Kowloon Marine Lot No. 48 with Wharf.

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MERION, Nos. 9 & 10, Peak, unfurnished, 4 Rooms. Cheap rental from 1st December 1913. Painted and Coloured.

"RUGATE," Austin Road, Kowloon, unfurnished.

No. 68 Peak, MOUNT KELLEY (Church Mission Society Building) from 1st October 1913 till 3rd May 1914, partly furnished. Cheap rental.

"1 AMERON VILLAS No. 60 Peak, to let furnished for 1 year from 1st May."

FOR SALE OR TO LET.

(From 1st November 1913.)

No. 1 GOUGH HILL, No. 103 Peak, Bungalow containing Drawing, Dining and Smoking Rooms and five Bedrooms. With ground for Tennis Court.

FOR SALE

"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.

Apply to

**LINSTEAD & DAVIS,**

3rd Floor, Alexandra Buildings.

Hongkong, Dec. 1, 1913. 61

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**ASSOCIATION FOOTBALL.**

Some Interesting Reminiscences of the "Early Days."

**Picture of the Past.**

(From the London "Daily Telegraph.")

Although football of a kind has existed for centuries, the game as we know it to-day did not date back more than fifty years.

"Index" of more recent growth is the division among players which has led to the present of the rival codes of Rugby and Association as distinct pastimes.

Still, even if the earliest rules laid down by the Football Association allowed several things which would startle the followers of football in this year of grace, present-day Association football may be said to have had its origin in the formation of the body which would embrace its jubilee a few weeks hence.

Whereas previously, and, as a matter of fact, for some time afterwards, the rules under which games were played differed with various clubs to an extent difficult to imagine, the Football Association exercised a potent influence upon the progress of the game in putting forth a definite code.

Slowly the Football Association developed for a time; even in 1870—seven years after it had come into existence—the membership fell short of 40, but two seasons later came not only the first international encounter between England and Scotland, but also the institution of an annual competition for a challenge cup, and thenceforward the game grew in popularity at an amazing rate.

Early memories are primarily associated with the great Preston North End team of the "eighties," and the famous amateur eleven of that period. In mark of contrast were the methods of the two schools, and yet each had their special excellence. Which was the higher development of Association football I am not prepared to say, although the supremacy which the professionals established in connection with the Association Cup would naturally point to the superiority of that school.

A memorable battle that I recall certainly did not decide the question against the amateurs. That was the Cup tie at Kennington Oval between the old Carthusians and Preston North End in 1887, when the latter were at the top of their game. On that occasion the Carthusians fairly upset the close combination of North End, and had them well beaten when a foul gave Preston a free kick and the opportunity of equalising.

While in the extra half-hour the better condition of the professionals told its tale. Yet such a shaking up had the Prestonians received that a few days later in a semi-final, they came to grief against West Bromwich Albion—at that time admittedly an inferior team to North End—whose appearance in the final round in Aston Villa securing the first of five triumphs in carrying off the Association Cup.

It should not be forgotten, too, that the England team which gained over Scotland the most decisive victory—5 to 0—over achieved by the representatives of the southern kingdom in the long series of matches between the two countries included several amateurs. Another great side—that of 1897—lost to Scotland through the wonderful keeping of Macaulay, who, always a grand player, gave on that afternoon an exhibition which has never been equalled, but it was a splendid combination, with Roberts in goal, the brothers Walters at back, Forrest, N. C. Bailey, and Howarth at half, and W. N. Cobbold, E. C. Cambridge, Timley, Fred. Dowdall, and Joe Lethbridge forward.

Amateurs were also much in evidence in the England team which defeated Scotland by five to two at Richmond 20 years ago, the home ranks including G. H. Cotterill and L. H. Gay—both Old Brightonians—B. C. Gooding, an Old Etonian, and A. H. Harrison, an Old Westminster. It is only fair, however, to mention that the professional element on that occasion was of exceptionally fine quality. W. I. Beesley, Edgar Chadwick, and Fred Spikesley being among the forwards, Reynolds, Eliot, and Kinsey forming the half-back line, and Holmes, of Preston North End, being Harrison's partner at back.

The name of Beesley will always be associated with the greatest surprise ever known in connection with the final tie. It was the last instance of that contest being decided at Kennington Oval, and according to general belief the only question to be settled was the number of goals by which Aston Villa would win. Such glorious football did Beesley play—his runs down the right wing will never be forgotten by those who witnessed the match—that the certainty was upon West Bromwich Albion proving victorious by three goals to none. Another most unexpected result was the win of Wolverhampton Wanderers over Everton at Fallowfield, Manchester, in the following year, but on that occasion the spectators broke on to the ground and crowded up to the touch-line, considerably handicapping the wing men on both sides.

Prior to that match the only instance of the final tie being decided out of London occurred at the back of 1886, when Blackburn Rovers and West Ham Wanderers, having drawn at Kennington Oval, played at Derby. The Albion, it was recalled, had much the best of the game as the time and play went along, but the Rovers, who were a more powerful and more skilful team, won the match by two goals to one.

It was not until 1890, however, that the final tie was decided at a place other than Kennington Oval, when the Rovers, who were a more powerful and more skilful team, won the match by two goals to one.

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It was not until 1890,







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is everywhere the claim of labor. Most of the witnesses in a business are representatives of the laboring class, and are naturally interested in the successful operation of the government, and in the maintenance of the peace and order of the country. The shareholders, however, are not so much interested in the success of the government, as the success of the business. They are interested in the success of the business, and in the maintenance of the peace and order of the country. The shareholders, however, are not so much interested in the success of the government, as the success of the business. They are interested in the success of the business, and in the maintenance of the peace and order of the country.

receiver and manager of the affairs of the Kwong Yik Bank, which suspended payments recently, and is now having the accounts examined with a view to preparing a balance sheet, which is expected to be ready for presentation to a meeting of the shareholders on December 6. It appears that during the run of the bank for the week preceding the suspension the withdrawals of cash amounted to \$1,800,000. The directors are evidently confident of meeting their liabilities in full and being then in a position to reconstruct the business on a sounder basis. To facilitate the work of reconstruction the directors have appointed Attorney George Lake Yek, the well-known millionaire of Kuala Lumpur, and we understand that he will go into the accounts of the bank here and also attend the meeting of shareholders on December 6. Straits Times.

Torres, known to countless admirers as Bombita, has appeared in his farewell bullfight, the Madrid correspondent of the "Telegraf" says. Bombita is outdoing his "colafa" (picador) as an early sign for he is only thirty-four. He began bullfighting in 1896, when he was sixteen years of age. He has been wounded fifty-two times, and on twenty-seven occasions the injuries were serious. Some of his wounds would have killed any ordinary man; but Bombita regarded broken ribs and punctured lungs as part of his day's work. Bombita has sustained an enormous fortune. He will probably become a farmer, but will continue to devote his holiday to travelling through Europe and listening to good music, of which he is very fond. His last bullfight was most impressive affair. The King and Queen were present. Bombita was in splendid form, and killed his last bull in perfect style, causing tremendous enthusiasm. As he left the ring all the bullfighters in Madrid embraced him, and carried him on their shoulders to the Royal box, where their Majesties gave him a present and wished him success in his new life. Bombita wept with emotion.

Sunday lands in the park was received by the Cardiff City Council recently. Councillor Robinson, the Lord Mayor, also said, and Welshman had invited members of the council, saying that they were foreigners and not Welshmen. "I was on the point of giving him one of the many Welsh councilors."

Name.	Class.	Tonn.	Gun.	L.H.P.	Commander.	Last report of
Alacrity	despatch vessel	2850	2	8000	Comdr. Archibald Cochrane	Canton
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	715	2	900	LA-Comdr. B. S. Pritchard	Shanghai
Bellona	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darvall	Shanghai
Cadmus	sloop	1070	6	1400	Commt. H. P. E. T. Williams	Shanghai
Chimera	water tank and tug	300	—	3000	—	Hongkong
Clio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	360	4	3700	—	Hongkong
Hampshire	cruiser, 1st class	10,850	10	30,500	Capt. M. R. Hill	Swatow
Kinsale	river gunboat	715	4	1570	LA-Comdr. H. D. Murray	Yangtze
Medea	sloop	1045	—	—	Capt. R. C. C. Pasco	Hongkong
Minotaur	cruiser, 1st class	14,800	—	37,000	Capt. E. B. Kiddle	Hongkong
Mountbatten	river gunboat	180	3	800	LA-Com. Alan Dixon	West River
Nereus	cruiser, 2nd class	6800	12	22,000	Capt. Frederick J. Forster	Hongkong
Nightingale	river gunboat	35	1	940	Lieut. Com. Malcolm Murray	Yangtze River
Otter	torpedo boat destroyer	360	4	3500	LA-Comdr. R. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	360	—	7500	LA-Comdr. E. J. G. Mackinnon	Hongkong
Rosario	depot ship, submarines	580	—	1400	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	35	2	840	LA-Comdr. Nash	West River
Sandpiper	river gunboat	35	3	940	LA-Com. I. A. B. Hutton	West River
Snipe	river gunboat	35	3	940	LA-Comdr. Maurice B. Lamb	Yangtze River
Taku	torpedo boat destroyer	360	4	4000	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	4625	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	720	2	900	LA-Com. H. B. N. Cotterell-Dornax	Hongkong
Triumph	battleship	11,925	12	32,500	Capt. P. Sturgesfield, M.V.O.	Hongkong
Uak	torpedo boat destroyer	360	—	7500	LA-Comdr. Maxwell	Hongkong
Virago	torpedo boat destroyer	360	4	6300	Lieut.-Com. Boddan-Whitman	Hongkong
Welland	torpedo boat destroyer	360	—	7500	Comdr. Seymour	Hongkong
Whiting	torpedo boat destroyer	360	4	6800	LA-Comdr. R. Neville	Hongkong
Widgeon	river gunboat	195	2	800	LA-Com. J. C. F. Barrett	Upper Yangtze River
Woodcock	river gunboat	180	2	800	LA-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	180	3	830	LA-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	5265	—	22,000	Capt. H. L. Cochrane	Shanghai
C.36	submarine	—	—	—	LA-Comdr. F. J. McGillewie	Hongkong
C.37	submarine	—	—	—	LA-Comdr. J. Gaimas	Hongkong
C.38	submarine	—	—	—	LA-Comdr. R. K. C. Pope	Hongkong
.036	torpedo boat	—	—	—	LA-Comdr. Handley	Hongkong
.036	torpedo boat	—	—	—	LA-Comdr. Stilleman	West River
.037	torpedo boat	—	—	—	LA-Comdr. Nicol	West River
.058	torpedo boat	—	—	—	LA-Comdr. H. W. Seymour	Hongkong

Name.	Flag and description.	Tonnage.	Armament.	Captain.	Last report at.
Amiral Duroc	French armoured cruiser	4000	—	Capt. Makowski	Yokohama
Dupleix †	French armoured cruiser	16,000	30 10,000	Capt. Darclay	Hongkong
Eleber	French armoured cruiser	2750	12 15,000	Capt. Gault	Singapore
Decidée	French gunboat	465	10 1700	Lieut. Vassier	Saigon
Argus	French river gunboat	120	5 970	Lieut. Dordet	Canton
Vigilante	French gunboat	153	7 800	Capt. de Jerville	Canton
Palao	French gunboat	120	—	Lieut. Cottin	Tonghai
Doudard de Lagree	French gunboat	177	—	Lieut. Dupuy D'Assomp	Takung-shan
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.					
Lige	French sub-marine	—	—	Lieut. Boix	Saigon
Protee	French sub-marine	—	—	—	Saigon
* Skys	French armoured gunboat	1750	10 1750	Lieut. Guillaume-Louis	Saigon
Frede	French destroyer	200	7 300	Lieut. Abillon	Saigon
l'herveille	French destroyer	—	—	Capt. de Triquet Rouleau	Saigon
Pistole	French destroyer	120	7 300	Comdr. de Marquenas	Saigon
Modeste	French destroyer	120	6 300	—	Saigon
Manche	French surveillance ship	550	10 3000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commander) Boncourt, Commander of the local defense Tchi China.					
London	German cruiser	2000	22 15,000	Capt. von Roepert	Swatow
Guineaman	German armoured cruiser	11,500	34 25,000	Capt. Berninghaus	Tientsin
Diis	German gunboat	100	12 150	Comdr. v. Grotow	Shanghai
Jaguar	German gunboat	100	12 1500	Comdr. Vossow	Tientsin
Leopold	German cruiser	2000	24 11,000	Capt. Ederhals	Tientsin
Lochs	German gunboat	100	10 150	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	2000	25 12,500	Capt. Wernberger	Tientsin
Ottar	German river gunboat	—	—	Capt. Liest Frie	Tientsin, River
Scharnhorst	German flagship	11,500	34 25,000	Capt. Ditzke	Tientsin
S. 30	German torpedo boat	60	4 600	Capt. von Bornberg	Tientsin
Taka	German torpedo boat	60	4 600	Capt. T. H. Oleson	Tientsin
Tiger	German gunboat	100	12 150	Comdr. Ederhals	Tientsin
Tsingtau	German river gunboat	100	4 1500	Capt. von Miller	Canton
Tyroland	German river gunboat	100	4 800	Obst. v. d. Pries	Shanghai

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SHANGHAI & HAIKONG	KATONG	Dec. 5, 10 4 p
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SHANGHAI & TIENTSIN	P. POHRE	Dec. 6, 10 4 p
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NIFFON MARU	11,000-18 knots.	Wednesday, 14th Jan.
TENYO MARU	23,000-21 knots.	Saturday, 17th Jan.

PROPOSED SCHEDULE		
(SUBJECT TO VARIATION)		
From	To	To
TIENTSIN	CHEONGKINGH	TUESDAY
SINGAPORE, PENANG & MALACCA	KUALUMPUR	WEDNESDAY
BANDANG	HINSANG	THURSDAY
SHANGHAI	CHONGKING	THURSDAY
MANILA	LOONGKANG	SATURDAY
SHANGHAI	KANG	SUNDAY
SHANGHAI	KWANGSANG	TUESDAY
MANILA	YANGANG	WEDNESDAY
SHANGHAI, KOREA & MANILA	YANGANG	THURSDAY
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Thence by Trans Andean Route to Buenos Aires  
ANYO, MARU.....18,600-15 tons.....WEDNESDAY, 10th DEC. at 4  
We call particulars as to Passage and Freight apply to  
**S. MORIMOTO, Agent.**

NEW SERVICE OF STEAMERS BETWEEN  
**YOKOHAMA, KOBE, HONGKONG & RANGOON**  
**EASTWARD**  
The R.R. Company will be dispatched for Yokohama, Kobe and  
an early date taking cargo and passengers at current rates.  
For Freight & Passage, apply to  
**JARDINE, MATHESON & Co., Ltd.**

[illegible]

Telephone 231-  
KING'S BUILDING (Opposite Blake Pl)  
STEAMSHIP

**AUSTRALIAN AIRWAYS LIMITED**

**MAIL SERVICE**

**TO AUSTRALIA via MANILA**

**MAIL SCHEDULE**  
(SUBJECT TO MODIFICATION)

Transit No. 1111

**THE ROYAL MAIL STEAM PACKET COMPANY**

**PROJECTED SAILINGS FROM HONGKONG**

**SUBJECT TO CHANGE WITHOUT NOTICE**

**SHREE LINE SERVICE - HOMEWARD.**

**DEPARTURES**

Destination	Date of Departure
LONDON & ANTWERP	10th
LONDON & ANTWERP	17th
LONDON & ANTWERP	24th
LONDON & ANTWERP	31st

**ARRIVALS**

From	Date of Arrival
DEN OF GLIMS	10th
MOON OUTHIER	17th
DEN OF GLIMS	24th
MOON OUTHIER	31st

**THE HALLS OF THE HOUSE OF REPRESENTATIVES**

**Committee on Commerce**—During the session of Congress the committee on commerce of the House of Representatives held a series of public hearings on the proposed amendments to the National Bank Act, which would increase the capital of the Federal Reserve Bank and the Federal Reserve Bank of New York. The committee also held a series of public hearings on the proposed amendments to the National Bank Act, which would increase the capital of the Federal Reserve Bank and the Federal Reserve Bank of New York.

<b>REARVIEW MIRROR</b>	<b>ARRIVE HONGKONG FROM AUSTRALIA.</b>	<b>LEAVE HONGKONG FOR AUSTRALIA.</b>
<b>EMPIRE</b>		

The above Steamers are fitted with Refrigerating Machinery, ensuring a perfect supply of Ice, Fresh Provisions, etc., and are licensed "Storeships" and carry All State Goods free of Customs Duty. A duly qualified Doctor and Stewards are also on board.  
 For further particulars, apply to  
**GIBB, LIVINGSTON & CO.**  
 46, ROYAL MILE, LONDON, E.C. 4.

**DOUGLAS STEAMSHIP CO., LTD.**  
**HONGKONG SOUTH CHINA COAST PORTS**

TRANS-PACIFIC, BRITISH AND GLEN JOINT SERVICE

VICTORIA, VANCOUVER, SEATTLE	
TACOMA & PORTLAND	WEEKLY
VICTORIA, VANCOUVER, SEATTLE	
TACOMA & PORTLAND	WEEKLY
VICTORIA, VANCOUVER, SEATTLE	
TACOMA & PORTLAND	WEEKLY

For freight and forwarding particulars apply to

J. J. MATHESON & Co. Ltd.  
1897

Telephone No. 11 and 2—No. 1

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BRITISH INDIA S. N. CO. LTD.

AFGAR LINE

All Persons, Chinese and Japanese  
 who are in possession of any  
 of the following articles, and who  
 will be arrested and fined \$100  
 and imprisoned for 30 days, if  
 they do not surrender them to the  
 Chinese Consulate, will be liable  
 to arrest and fine.  
 Chinese Consulate, 100  
 No. 1, Long Street, Canton  
 Shanghai, China  
 HAMBURG-AMERIKA LINE  
 Hamburg, Germany  
 Hamburg Nov. 11, 1914

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ROYAL MAIL STEAM SHIPS CO.  
 FROM SYDNEY TO  
 HAMBURG VIA  
 BREITENBURG

**HIGHLY** Clean, Light and Well-ventilated. Special on the Coast  
splendid Accommodation for First Class Passengers. Electric Light, Hot  
Water, etc.

**FOR SEATON, LANE & DOUGHERTY**

[illegible][illegible]

*(The following information was obtained from the above-mentioned source.)*



SHIPPING

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY**

HOMEWARD PASSENGER SEASON, 1914  
PROPOSED SAILINGS OF MAIL STEAMERS

**MARSEILLES & LONDON**

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer (Oriental) leaves Yokohama	Steamer to Colombo	Leaves Hong Kong	Leaves Colombo	Conn. time at Colombo	Due at Marseilles	Due at London
		6 p.m. Tues.	noon Sat.		Saturday Feb. 14	Friday Feb. 20
Jan. 8	EGYPT	Jan. 15	Jan. 17	MOULTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 29	MAHARA	Mar. 14	Mar. 20
Feb. 5	OHINA	Feb. 10	Feb. 12	MARMORA	Mar. 28	Apr. 3
Feb. 19	ASSAYE	Feb. 24	Feb. 26	MOLDAVIA	Apr. 11	Apr. 17
Mar. 5	INDIA	Mar. 10	Mar. 12	MEDINA	Apr. 25	May 1
Mar. 19	DEVANHA	Mar. 24	Mar. 26	MONGOLIA	May 9	May 15
Apr. 2	ARADIA	Apr. 7	Apr. 9	MADAGASCAR	May 23	May 29
Apr. 16	DELTA	Apr. 21	Apr. 23	MOLTA	June 6	June 12
Apr. 30	ASSAYE	May 5	May 7	MOLTA	June 20	June 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

**FARES TO LONDON AND MARSEILLES**

1st SALOON	2nd SALOON	Accommodation	SINGLES	RETURNS
237	228	240	237	228
237	228	240	237	228

**FARES TO MARSEILLES**

1st SALOON	2nd SALOON	Accommodation	SINGLES	RETURNS
231	222	234	231	222
231	222	234	231	222

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL LEAVE FOR

**LONDON**

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

**PROPOSED SAILINGS:**

STEAMERS	Leaves YOKOHAMA	Leaves SHANGHAI	Leaves HONG KONG	Leaves SINGAPORE	Due at Marseilles	Due at London
	about Jan. 8	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 18
BORNEO	Jan. 8	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 18
NANKIN	Jan. 22	Jan. 31	Feb. 4	Feb. 10	Mar. 23	Apr. 1
NYANZA	Jan. 22	Feb. 1	Feb. 4	Feb. 10	Mar. 23	Apr. 1
NORON	Feb. 5	Feb. 14	Mar. 4	Mar. 10	Apr. 21	Apr. 30
WILE	Feb. 19	Feb. 28	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 5	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
RUMATRA	Mar. 19	Mar. 28	Apr. 18	Apr. 24	May 19	May 28
RUBIA	Apr. 2	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
RUMATRA	Apr. 16	Apr. 25	May 15	May 21	June 19	June 28

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.  
**FARES TO LONDON**  
1st SALOON 237  
2nd SALOON 228  
**FARES TO MARSEILLES**  
1st SALOON 231  
2nd SALOON 222

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%  
For further particulars apply to

E. A. HEWETT,  
Superintendent.

**NORDDEUTSCHER LLOYD, BREMEN**

**IMPERIAL GERMAN MAIL LINES**

FOR	STEAMERS	Tons	To SINGAPORE
SHANGHAI, GUNGA, ALGIERES, YOKO, GIBRALTAR, SOUTHAMP, TON, ANTWERP & HAMBURG	Capt. F. Loser	(17,000)	WEDNESDAY, 10th Dec. at 10 a.m.
SHANGHAI, TSINGTAU, BULOW, KOBE & YOKOHAMA	Capt. O. Nahrath	(16,900)	THURSDAY, 11th Dec. at 10 a.m.
MANILA, ANSAUR, YAP, NEWQUINN, BRISBANE, SYDNEY & MELBOURNE	Capt. L. Klugkist	(8,750)	SATURDAY, 13th Dec. at 9 a.m.
KOBE	Capt. L. Klugkist	(8,750)	TUESDAY, 9th Dec. at 9 a.m.
JESSELTON, KUDAT and SANDAKAN	Capt. J. Koehler		TUESDAY, 9th Dec. at 9 a.m.

All the steamers of the Imperial German Line are fitted with Wireless Telegraphy. New System of Teletypes.  
For further Particulars apply to

Norddeutscher Lloyd  
MELBOURNE & CO.  
General Agents Hongkong & China.

**HAMBURG-AMERIKA LINIE**

Deutsche Dampfschiffahrts-Gesellschaft HANNA

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES

VIA STRAITS AND COLOMBO, AND TO NEW YORK

AND FROM MANILA, HONGKONG AND JAPAN TO VANCOUVER (B.C.) AND PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports, and North and South American Ports.

For further particulars apply to

General Agents Hongkong & China.

For Shanghai, Kobe & Yokohama

For Rotterdam, London

For Hamburg, Bremen & Harburg

For Antwerp, London & Harburg

For London, Harburg & Bremen

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SHIPPING

**AUSTRIAN LLOYD**

Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE)

Via Straits, Colombo, Aden, Suez, Port Said

S.S. AFRICA, 8,840 tons, will leave as above about 12th December

FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £15, 3rd £10

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE)

Via Straits, Colombo, Aden, Suez, Port Said

S.S. NIPPON, 15,960 tons, will leave as above about December 2nd

FARES: Hongkong-Trieste (Venice) £15

RAILWAY FARES: Trieste-London

Via Vienna, Munich, Stuttgart, Frankfurt, Cologne, Amsterdam, London

Via Vienna, Cologne, Frankfurt, Stuttgart, Munich, Amsterdam, London

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SHIPPING

**INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BURMA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO, Suez, Port Said, and ALEXANDRIA.

PROPOSED SAILINGS: From Hongkong: 22nd December, 1913. To GUYERAT: 12th January, 1914.

**ORIENTAL AFRICAN LINE**

Regular Direct Service from JAPAN, CHINA and STRAITS to BURMA, DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient in amount of cargo, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS: From Hongkong S.S. "SARAKIN" Middle of February, 1914.

First Class Accommodation for Passengers.

Fixed, FOR WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE LIMITED, HONGKONG.

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